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### Editor's Note:

What a pleasure this issue was to prepare, with so much info available. Thanks very much to all those who contributed.

A big month this October with our first National Get Together. Sixteen boats confirmed at this stage should make for a good weekend. For those who couldn't make it, there will be a comprehensive report in the next issue of The Hollow Log. If you can't wait that long, keep an eye on the Bulletin Board; you will be kept up to date throughout the weekend.

Please, keep talking to me ....

*Greg Carr*

## Around the Traps

### General:

- We have had quite a bit of movement around the country over the past several weeks. A yet to be launched 13' skiff has moved from NSW to Victoria, a 15' Lewis skiff from Victoria to SA and a 17' Everingham hull from SA to Victoria. It all balances out in the end, I suppose.

### Victoria:

- Yours truly is finally getting a new deck put on his runabout, *Stormy*. While repairing a split plank, some rot was found in the keel, so that is being repaired as well. With the engine out, an annoying major oil leak is also being fixed. Meanwhile, little progress has been made on *Yenom*.

- Derek McLaughlin has added a 13' skiff to his stable. The boat was built several years ago, but was never fitted out and has never been in the water.

### NSW:

- Rob Cranfield is hard at it getting the deck of his "ski-hydro" *Surferoo* in order. Hopefully Rob will have it ready for the Nationals - it's a very different hull to what we are used to looking at.

- Peter Moir is playing around with the cav plate of his skiff *Zarak*, trying to take a bit of the "wildness" out of the ride.

### SA:

- As mentioned elsewhere in the newsletter, Paul Siddall has added another boat to his collection. *Cheryl D* is a 15' Lewis skiff. The boat was raced in the side valve classes for many years, eventually winning the 1974 Australian 266 SV Championship. There will be more on this boat later.

### Membership Update

#### Important, please read:

Membership renewal will now definitely be due on the 1st of January of each year. My apologies for the previous confusion over renewal dates - I know it has been all over the place lately.

So, if a renewal notice has been included with this newsletter, it means you will be unfinancial on January 1, 2005.

Current financial member numbers are:

Vic	47	SA	4
NSW	22	WA	3
Qld	9	Tas	1

#### Quote for Today:

*"Punctuality is the virtue  
of the bored"*

## Coming Events

### September 2004

- NSW Chapter Get Together. Sunday 26th, Mackenzie Park, Budgewoi. Contact Rob Cranfield on 0402 075 216 or Jeff Lockhart on 0419 286 311

### October 2004

- CAWPBA National Rally. It's definitely on. Sat 23rd and Sun 24th, Lake Talbot, Narrandera, NSW. See Page 1 for details.

### March 2005

- Wooden Boat Festival of Geelong, Sunday 13th. Royal Geelong Yacht Club. This is a big show. More details later.

### March/April 2005

- Proposed combined Victorian and South Australia Chapters Get Together. Venue will most likely be Mount Gambier or somewhere close to the border. Further details will be announced in the next issue.

① *Please check for confirmation of dates and venues*

## Club Contact Details

### New South Wales Chapter

For further information, contact Dave Pagano by phone on: 02 4578 4444 (AH) or by e-mail: davehotboats@hotmail.com

### Queensland Chapter

For further information, contact Chris Lawrence by phone on: 07 5594 2517 or via e-mail at: chrisles@onthenet.com.au

### South Australian Chapter

For further information, contact Paul Siddall by phone on: 08 8520 3651 or 0419 826 377 or by e-mail at: siddall@adelaide.on.net

### Tasmanian Chapter

For further information, contact Alan Mansfield by phone on: 03 64 282290 or by e-mail at: amansfie@southcom.com.au

### Victorian Chapter

For further information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail: NH35\_Stormy@bigpond.com

### The Classic Australian Wooden Power Boat Association

For general information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail at: NH35\_Stormy@bigpond.com or write to the address at the top left of this page.

### Merchandise

Caps and polo shirts sporting the Association's logo are available again. Caps are available now and shirts on order. Enquiries/orders to Greg Carr via email.

Shirts are \$27.00 each and caps \$18.00 each.



# THE HOLLOW LOG

Volume 4 Issue 4

October 2004

## The Classic Australian Wooden Power Boat Association

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## The CAWPBA National Regatta

Finally, it is going to happen. We have been talking about having a National Get Together for years now and it looks like we are going to pull it off.

After checking several venues central to where most interest was shown for such an event (Vic - NSW - SA), Lake Albert in Wagga Wagga seemed the most appropriate. During talks some time ago with representatives from the Wagga Boat Club, it seemed the club were keen to get us there. Unfortunately, after approaching the local boat club in Wagga again and trying unsuccessfully to talk to someone about the facilities there and to get some good first hand info, I decided to go and have a look around myself.

I jumped in the car and drove to Burrinjuck Dam, Wagga Wagga, Narrandera, Corowa and Yarrawonga/Mulwala and then back home to Melbourne. Just under 1500 kms in two days! Looking at all venues and water levels (Wagga's Lake Albert has been and at the time of writing was still closed to boating because of low water

levels), it came down to Lake Mulwala or Lake Talbot. While Lake Mulwala is a far larger lake with a guaranteed water supply, Lake Talbot in Narrandera, NSW, was decided upon after some excellent discussion on the website's Bulletin Board. It was also the more central of the two. The nearby caravan park was very keen to have us there, as was the Narrandera Tourist Centre.

The date has been set with the weekend of October 23/24 being locked in.



*Narrandera's Lake Talbot*

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So far, 12 members and four others bringing boats have confirmed their participation, so there will be a good turn out. Others members have said they will drop in. With more than twelve members there, a solid cross-section of thoughts and ideas will be available and will hopefully generate plenty of discussion on where the club is going in the future.

If you happen to be in the area over that weekend, drop by and say hello.

## They just keep finding them!

Just when we reckon there are no more old race skiffs out there, another one turns up.

Not quite true, but nearly. Skiff "buff" Paul Siddall has known about *Cheryl D* for some years now, but he just couldn't convince its owner to part with it. On a recent visit to Melbourne he managed to do so. The 1950's Lewis is in excellent condition and still has the same

Ford side valve V8 that it won the Australian 266 side valve Championship with in 1974.



Refurbishment of Fury (2002-2004) Pt 1

by Alan Mansfield

**Fury**

Fury was built by Lewis Brothers of Taren Point, Sydney in 1963, especially for racing. She is a 17'6" twin cockpit clinker runabout, or skiffabout as they used to be known, and was originally powered by a 327ci Chevrolet Corvette V8 engine.

**Owner History**

Fury was originally built for Mark Jessup of Launceston in Tasmania. Ross Filshie purchased her from Jessup in the 1970's and relocated her to Melbourne in the early 1980's when he was transferred with his employment. There were believed to have been at least another five owners since Filshie in Victoria up until when I purchased Fury in March 2001. I spotted Fury advertised for sale on the Classic Australian Wooden Power Boat Association's website and after a quick trip to the Melbourne for an inspection the deal was done and she was then freighted back to Tasmania. I purchased her from Jamie Sutcliffe who had had Fury stored for the past couple of years at his warehouse in the suburb of Braeside and she had been used as a social ski boat. The original 327ci Chevrolet race engine had been replaced with a relatively stock standard 350ci Chevrolet and Fury's name and red colour had gone as she now had a clear finish. Otherwise, she was in good original condition and still in running order. In all, I have been fortunate enough to be able to contact five of the seven previous owners or their relatives to learn more about her past.

**Racing History**

Fury had a long and successful racing career in Tasmania and was the boat to beat here in circuit racing in the 1960's. In her first season of racing in Tasmania in 1963/1964,



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Fury broke lap and race records at all the major racing venues which included Rosevears, Oatlands & Lindisfarne. She went on to win the State Unlimited Championship, her first of many State Titles, and the following season set the State Unlimited Displacement Speed Record of 70.2 mph in November 1965. Fury won the Devonport Apex Regattas "Cock of the Mersey" race for speedboats in 1965, 1968, 1969 and 1970 which is considered to be the unofficial championship of Tasmania, and still is to this day. Memories recollected as a young boy seeing Fury race all those years ago are still very clear in my mind. The speed and noise captured my imagination, and I can remember the time spent waiting to take an unobstructed photo of her on the trailer, as people kept crowding around her. A lot of history and memorabilia from some of the past owners of Fury has been collected with the prized possession being trophies from that period and a copy of a 16mm television movie film of one of her races she won on Lake Dulverton, Oatlands in 1963.

**Engine**

After a trial or two on the Mersey River at Devonport it was realised an engine rebuild was necessary, courtesy of water being in the oil, so if the engine was to be out of Fury then this was a good opportunity to refurbish her. The engine was removed in the winter of 2002 and was completely stripped down and rebuilt by mechanic friend Chris Strickland. The block was hot tanked, honed, rebored 40 thou and painted the traditional Chevy Red colour. A deluxe master rebuild kit was purchased through Victorian Performance Wholesale which included a Proline crank, rods, cast pistons and a Cam Dynamics street/strip cam. Comp Cams roller rockers

standard Chevrolet heads. A Carter fuel pump has been fitted to keep the supply up to the rebuilt Holley 750 carburettor sitting on a Weiand intake manifold. A vintage Edelbrock X1 6x2 intake manifold has been sourced along with 6 Ford/Stromberg 3 bolt carburetors to match her original fuel system and this will be installed at a later date. Also, the original stainless steel zoomies with water jackets that are still in as new condition have been purchased from past owner Ross Filshie, but these probably won't get a lot of use. Other parts purchased included a new starter motor, dual point Malory distributor, a flex plate . . . . .

Fury is dry sumped and the rebuilt direct drive engine should develop 300 plus horsepower.

**Hull Refurbishment**

Winter 2003 and work began on the hull. The intention was to return Fury as close as possible to how she was presented for racing by Mark Jessup in the 1960's. Firstly, all the hardware was removed to bring her back to a bare shell and allow a closer inspection of the timber work to see what needed to be done. There was no major structural work required, just some minor deck repair and the only evidence of dry rot was around some bolts internally at the transom that hold the cavitation plate in place, and at the top of one of the cross bearers where the bolt comes through. The affected areas of the transom, about 35mm wide by 10mm deep were scraped away, then treated with a few applications of ethylene glycol (radiator antifreeze) hopefully to kill the rot organisms and stop it from spreading. (Refer article The Hollow Log Volume 1 Issues 2 and 3.) The area affected on the bearer was cut out and replaced.

As Fury was taking in a drop of water, like they all do, repairs had been done previously to limit this from happening with a Silastic type substance having been placed in between the planks where they overlap internally as well as externally. Internally this had deteriorated and was consequently removed and it came off quite easily in small strips. Fury was then vacuumed to remove remaining broken off pieces of Silastic, sand, small nuts & washers along with some oily grime, much to the disgust of my wife as the vacuum cleaner was left with rather an oily fragrance for quite some time. The hull was then cleaned inside using a scrubbing brush with a several applications of hot water and detergent followed by high pressure hose

cont'd on page 6

Screwit

Ross Foster

A boat was given to my uncle. It was not in very good shape and he was told it had some thing to do with Albert Park Lake. Ted, my uncle, decided to strip it completely



and copy every part and rebuild the hull as it was. We guess it was built in the mid to late



50's and was set up with a Holden grey motor. Most of the fittings, like the fin and rudder,



der, were made only of steel. The engine conversion was early Seacraft with twin carburetors, a water cooled manifold and mounted in an angle iron frame.

The hull, except for the engine cover, was all but completed in Ted's spare time in his shed at home. Then it sat there for 15 or 16 years with out any paint on it at all except for under the motor. The motor was just sitting there and the new hull was on the old trailer under some plastic and old floor coverings.

I was told to take it home and finish it. A cheap red motor conversion was found and a 186 also came cheap.

The hull had a dust film all over it that had gone mouldy with the damp of the open shed. This had to be removed and then the sanding began inside and out. The engine cover was made with the ply that come with the hull to finish it. All the floors and inside panels had to be made from old patterns and the edges around dash board manufactured.

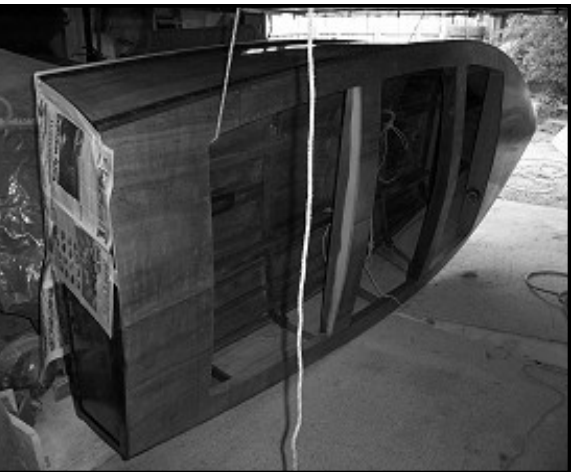
The hull was then sprayed with 2 pack and fitted out. A new fin and skeg and prop shaft were fitted and I made a new rudder from the old prop shaft and cav plate. The wind-screen frames were found at a car swap meet by chance and were re-chromed and fitted as with the rest of the old deck fittings.

The trailer was a water pipe construction and not restorable so a new trailer was made at home to suit.

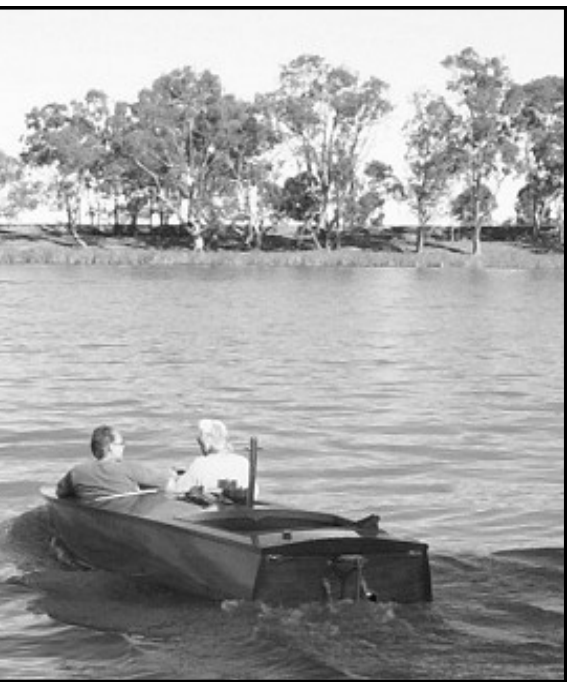
Completion took about 8 months.



After some testing, I found the motor had to be moved back 90mm to lift the nose out of the water a bit.



The boat was registered in April 2003.



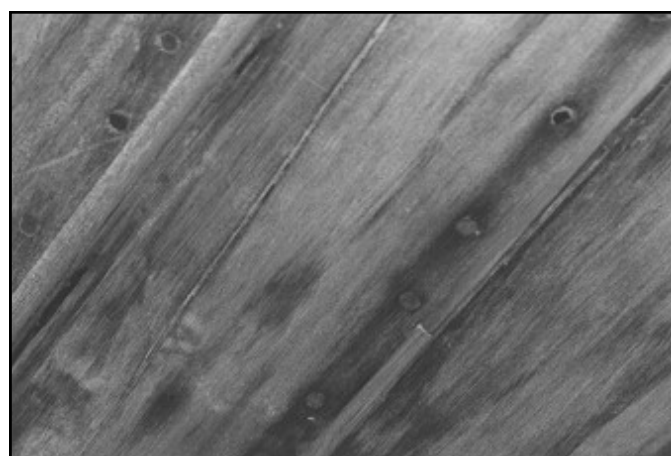


## Fury continued

downs. Cleaning this way proved to be effective although there appears to be a better way to deal with this problem as was discussed on the Classic Australian Wooden Powerboat Association's website on the Bulletin Board in July under Restoration & Advice entitled Oil Removal from timber.

A recently retired workmate of mine, Len Robinson, who has a wealth of experience with timber boats, assisted me with the repairs. He has built and raced wooden clinker boats and hydroplanes from the 1960's through to the 1980's and is still involved with his son Darren, now racing. Retightening of the hull took both of us around twelve

was by using a block-buster supporting a socket with a ball bearing on top as some of the nails had pulled into the timber, while Len was busy inside with a hammer doing the re-burring. Quite a few copper nails felt spongy when they were being burred over and were replaced as they had been broken. This was more prevalent amidships on the lower



hours to complete and was done in stages as it is quite an arduous and tiring task. Fury was perched on three wooden horses, I was underneath and found that what worked best

planks where there is more movement. Some small areas of the deck needed repairing or replacing, under the front bow handle, ski bollard at the transom and where the ply joins on the port side. The original coachwood ply deck had been grooved out into a decorative planking style finish and filled with a cream putty like substance to highlight it and this was the reason to leave the deck as is and repair it rather than replace it altogether. A similar grained and coloured marine ply, with the help of a stain to match the

existing coachwood was used in replacing these areas as the coachwood ply is believed not to be available anymore. Ply plugs were then cut out for the screws to match the plugged deck finish. The engine hatch also needed repairing and strengthening due to some of the frame being cut away in the early racing days to fit the Vertex magneto Fury used to run. The engine cross bearers were unbolted from the keel, removed for minor repair and a tidy up before reinstallation but the bearers were unable to slide out so visible areas were sanded and refinished inside the hull before being bolted back together. After these repairs Fury was rolled over using ropes and pulleys.

*This article will be continued in the next edition of The Hollow Log.*

## New Oldie

Robyn Johnson has sent along an update on the progress of the as yet unnamed boat currently being built by Ron Johnson (previously of Lewis & Johnson).

As it is an afternoon and weekend project, the progress has been rather slow. The hull has now been stained and had several coats of lacquer applied. All of the wood work has been completed and the engine is installed. The seats are made up and are ready to be upholstered. Yet to be installed is the "V" drive gearbox, steering gear and underwater hardware.

Once completed, Ron will be



## Robyn Johnson

continuing with the restoration project of Danny Boy, an old Lewis and Johnson boat now owned by Danny McGuire.

## National Regatta T-Shirt

A commemorative T shirt is being produced for our first National. The artwork will be coloured and the shirt will also have the club logo on the breast. It will be available only to those attending the meet.



## The 2004 Melbourne Boat Show

## Greg Carr

All who attended the CAWPB stand this year agreed that we had another successful show. Reasonable numbers of people passed through on Thursday, Friday and Monday, but the crowds over the weekend were exceptional. I am sure the organisers of the show would have been very pleased. We had a very good position this year, being about a third of the way along and close to the first entrance into the main building.



The Association had six boats on display, three runabouts and three skiffs. The runabouts were Ross Foster's *Screwit*, Darren Goldberg's *Simpkin*, *Steinway* and Ian Bar-

groups made it quite clear that they wanted us to come along and do some static displays and demonstration runs in their upcoming events.

One highlight of the show was when a man literally ran down the concourse towards us and stood in front of *Torque's Cheap*, just about jumping out of his skin. I interrupted my conversation with the person I was talking to and enquired if I could help. When he asked if I was the owner of the boat I called Ian Barber across. It appears that this gentleman was a previous owner of the boat. An in depth conversation then followed between past and present owners.



Colin McCloud, the owner/driver of *Busy Bee* when it won all its championships during the 1970's, turned up and was amazed/surprised/disappointed when he saw his old boat. Colin spoke of the characteristics of the

tell about when he drove the Lewis skiff, *Rebound*. While it sounds like it was a hairy old ride in its race days, he was pleased to see the boat was still around.

Many people recognised *Screamin Eagle III* as this boat was very well known on Victorian circuit during. It is interesting to note how many people followed these boats back then and their depth of knowledge when they start talking about the various engines fitted and what engine was installed in which hull.

I would like to thank Paul Siddall for making the effort and bringing his boat across from Adelaide for the show.

In all, another successful year. Thanks again to all those who displayed their boat and/or gave time to attend the stand.



ber's Walker and Leesom, *Torque's Cheap*. The skiffs were Paul Siddall's *Everingham*, *Screamin Eagle III*, Bob Carter's *Lewis*, *Rebound* and Greg Carr's *Winton*, *Busy Bee*.

Attending the stand at various times over the days were Darren Goldberg, Peter Raymant, Ian and Tanya Barber, Alan Price, Dave Powley, Ross Foster, and yours truly. Many other members dropped by for a chat.

As is normally the case at these shows, some good contacts were made and a couple of

boat and about many of the races he competed in. It was all very interesting stuff.

Another passer by and previous race boat driver had some interesting stories to



## Silver Gull

In the last half hour of the 1999 Sydney Wooden Boat Festival I was approached by a gentleman who asked if I would be interested in looking at his “Silver Gull”, a 1941 22’ Chris Craft Sedan Utility that had been in his family for over 40 years. No one in Sydney, it seemed, was willing to take on the challenge to bring back to life what one calls a very grey boat. A near half century association with any boat is worthy of recog-



and with it comes the responsibility of realising those dreams and keeping them alive during the often long, costly and sometimes arduous process of boat restoration.

The “Silver Gull” duly

arrived and David Latham wanted his boat restored to its former glory. With “The Legend of Chris Craft” in hand we sat on the boat and discussed the possibilities. David was keen to remove the sedan top to make the boat more useable for his now extended family and friends. This I could really endorse as the cabin was truly tired and would require a complete rebuild. Besides, there was a picture of two sister ships rocketing along; one having a cabin and on the other you could see the pretty girls. The decision was made. I lifted the engine box and winced, as only boat builders can do. David wanted a new engine. He had vivid memories of rolling around he down with a spanner in hand and he wanted reliability and no nonsense. He also wanted a new epoxy plywood bottom, the topsides repaired and clear finished and an all new mahogany deck. That all sounded good to me.

I drove home and thought long and hard about the project. Here was a very tired, but original boat. Could we faithfully restore this boat or should we even attempt to? If we fitted a new bottom and a new motor and did all this woodwork, would the boat be the same, and if not, did it matter? I wrote to David and outlined all kinds of options and “what if” scenarios. We later discussed this on the phone and it was



decided that no decision would be made until I had the boat in my shop and had commenced the stripping process. Trust. David had a dream and I had his trust. Those in the profession of wooden boat building, restoration and repair will understand the trust that our clients bestow on us. It is a wonderful thing and not to be taken lightly. We are the purveyors of our clients dreams



and with it comes the responsibility of realising those dreams and keeping them alive during the often long, costly and sometimes arduous process of boat restoration.

Worm had all but destroyed the chine. In the space of a day we had reduced this grey boat to little more than oil soaked firewood. And then I had to inform my client that his boat no longer existed. Sure, I took lots of photos, but that really didn't help matters. The stem,

apron and transom fashion timbers were all that could be resurrected and at least I had the frames from which to make patterns for the new ones. Quite simply I told David and his understanding wife Pauline that I could rebuild his boat around what was left and that it would still be a Chris Craft from stem to stern! I also advised him that it would be a far more cost effective exercise to build a new boat from plans available. He wanted his old boat back, just better than it ever was.

The process of marking out and setting up new frames, keelson, chine and sheer was onerous and at times tedious. Even more patience was needed to get it close to right. Our measurements were some help, more so was a fairing batten. With the old stem repaired and the transom framing married to the new keelson and framework set up over the new enlarged engine beds, we had the making of a real boat. It was a breakthrough and we were back on track. We laminated a plywood and mahogany transom and then skinned the bottom with plywood, cold molding the forward section to accept the hull

## James Frecheville



shape and then fitted a topside skin in similar fashion. Then we bookmatch planked the topsides with 7mm mahogany along the original plank lines. With hull planking and fairing completed the hull was epoxy coated and the bottom and chine to the waterline sheathed with double bias glass cloth set in epoxy. The waterline was struck and the bottom painted in time for a visit from our now excited clients.

We rolled the boat upright after they had departed back to Sydney, and set to work on deck and cockpit framing. David had requested we customize the boat to suit his lifestyle. He had indicated that there was little room for him to comfortably sit at the helm and that he would like seating for eight. We had decided to repower with a 270HP

and front passenger seats. To make it all fit we would shorten the foredeck 200mm. It was drawn up and started to look balanced and in keeping with the project brief.



Mercruiser and had determined its position to maintain original hull balance. He liked the Utility layout but wanted more permanent seating forward of the engine. We suggested a full bulkhead in front of the motor with seating forward and a step through to helm

Chris Craft photos. Other deck fittings were sourced from the US but we fabricated our own custom cutwater and stern plates. The seats were upholstered to compliment the rest of the boat.

Our seatrials the day before delivery went without drama. In fact, it was just a hoot blasting around the lakes with the wind in our hair and the growl of a V8 in our ears. Delivery to David and Pauline the next day was even better. Which is just the way it should be.

At our small business on the Gippsland Lakes, Victoria, we repair, restore and build wooden boats. The “Silver Gull” project was a rebuild around some original components.



So, quite literally, we built the seating around our client. The dashboard and laid mahogany/ash decking and coverboards, also bookmatched, were then fitted over a plywood base. With the mahogany dashboard and glove box, the effect is stunning. The new motor was fitted along with all new drive train, rudder and steering controls. The enlarged fuel tank was fitted behind the rear seats and under the aft deck. A new sole was fitted and tilting engine box cover laminated with mahogany. Everything removable was removed and then the new work epoxy coated before application of copious amounts of two pack varnish. A custom windscreen was cast and fabricated from patterns made from copying old

We were faithful to the original shape, well, as best we could, but the driving force was sentiment, nostalgia and no fuss motoring. No attempt was made to rebuild using original methods, materials and techniques. We believe the result is a better boat than original. It is certainly stiffer, drier, can go a great deal faster and requires less maintenance. It also meets with our clients needs, one of which was to ferry his son's bridal party down Sydney Harbour for a gala wedding. This, with a party of 10 on board at 30 knots, it did so admirably. What our clients really want is perhaps the most critical parameter. After all, it is our clients that keep us in business doing what we like to do. And at the moment, what we like doing is restoring a Riva Aquarama and a 1940's sedan cruiser alongside the new build of a 1924 John Hacker designed gentleman's racer. And that can be another story.